

WILLIAM AND MARY EXERCISES BEGIN

Annual Address by Dr. S. B. McCormick, of Pittsburgh—Reunion of Alumni.

[Special to The Times-Dispatch.]

Williamsburg, Va., June 11.—The annual celebration of the Phoenix Literary Society of the College of William and Mary was held in the chapel of that institution last night, in the presence of a large gathering. James Foster Barnes, presiding officer, welcomed the visitors in a few well chosen remarks, closing by introducing the first debater, Franklin M. Barnes, who debated the affirmative side of the question, "Resolved, That the Philippine Islands should be granted their independence." Charles H. Shepperson debated the negative side of this question.

Alexander Brodowski delivered an oration on "Immigration: Its Present and Future," while William M. Grimsley chose as his subject, "Progress the Result of Discontent."

The judges awarded the debater's medal to Mr. Shepperson, the orator's medal to Mr. Brodowski. A. A. Scott was awarded a medal for improvement in debate, and Leif Schele for improvement in oratory.

The Phi Kappa Literary Society held its annual celebration Monday night, the orators being P. L. Witley and H. A. Campbell. The debaters were W. E. Somers and J. D. Hufnagle. The judges awarded the orator's medal to Mr. Witley and the debater's to Mr. Hufnagle. Medals were awarded the following young men for improvement: In debate, R. Rosenbaum; in oratory, W. D. Harris; in oratory, E. E. Givens.

The celebration of the senior class was witnessed by many people yesterday morning, the following being the program: Address by the orator, W. R. Dameron; historian, J. D. Moore; prophet, Wayne C. Metcalf; valedictorian, R. C. Warburton.

The chapel was packed this morning, the occasion being the annual address, which was delivered by Dr. S. B. McCormick, of the University of Pittsburgh. The speaker was introduced by President Lyon G. Tyler, and delivered a masterful oration, his subject being, "College Men in the Nation."

Following Dr. McCormick, the portrait of Tazewell Taylor, Esq., bursar of William and Mary from 1874 to 1875, was presented to the college by Tazewell Taylor, of Norfolk, and was received on the part of the board of visitors by James N. Stubbs, vice-chancellor. Two little great-grandchildren of the subject of the portrait unveiled it.

The annual celebration of the Alumni Association was held to-night in the chapel, the orator being Tazewell Taylor, Esq., bursar of William and Mary from 1874 to 1875.

To-morrow will witness the closing day of the session, which will make the end of a successful year. Besides the address by Galliard Hunt, historian and author, of Washington, D. C., the honorary degree of LL. D. will be formally bestowed upon Dr. J. H. Hunt, which degrees, diploma and scholarships will be awarded. The final ball Thursday night will end the social features of the commencement.

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Fourteen members of the graduating class expect to go to the University of Virginia in September. Three will enter large Northern universities, and four or five are booked for Southern institutions of learning.

The Hardman Piano

Official piano of the Metropolitan Opera House—chosen by the greatest artists for their private as well as concert use.

You cannot make a mistake in selecting a piano that has the endorsement of such eminent musical authorities.

Catalogues of Hardman as well as other high grade pianos for the asking.

Walter D. Moses & Co.,

103 EAST BROAD STREET.

Oldest Music House in Virginia and North Carolina.

EDUCATORS MEET AT WINCHESTER

Meeting of Virginia Association of Colleges and Schools for Girls.

The seventh annual meeting of the Virginia Association of Colleges and Schools for Girls will open this morning in Winchester.

The sessions will be held in the morning and afternoon. The debaters were W. E. Somers and J. D. Hufnagle. The judges awarded the orator's medal to Mr. Witley and the debater's to Mr. Hufnagle. Medals were awarded the following young men for improvement: In debate, R. Rosenbaum; in oratory, W. D. Harris; in oratory, E. E. Givens.

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CITY NORMAL SCHOOL GRADUATES



Top row—left to right—Misses Genevieve Leech, Beanie Shuman, Mary Tucker, Anne Graham. Bottom row—Misses Laura Garthright, Marie Bargamin, Grace Dodd, Columbia Hargrove, Ruth Bradley and Inez Meredith.

SUCCESSFUL YEAR COMES TO CLOSE

Graduating Exercises at Washington and Lee—Honorary Degrees Conferred.

[Special to The Times-Dispatch.]

Lexington, Va., June 11.—Graduating exercises in Lee Memorial Chapel today brought to a close a successful year for Washington and Lee University. The commencement address will be given by Dr. Duncan A. Yocum, of the University of Pennsylvania.

Ten young women will receive diplomas. The exercises began at 11 o'clock, the board of trustees, faculty and graduates entering in academic costume. The invocation was made by Rev. Charles Marie Daubigne, D. D., of Paris, France.

The following honorary degrees were announced by President Smith as having been conferred by the board of trustees:

Doctor of laws—President George H. H. Roper, of the University of Alabama; Francis T. A. Junkin, of Chicago; Alfred P. Thoms, of Washington.

Doctor of letters—Dr. Charles Beatty Alexander, of New York; Duncan Campbell Lyle, of McDonough, Md.

Doctor of divinity—Rev. W. Cosby Boyd, of Alexandria; Rev. B. C. Patterson, of Suchien, China.

The commencement address was delivered by Dr. Charles Beatty Alexander, of the University of Pennsylvania.

Dr. Alexander delivered a masterful oration, his subject being, "College Men in the Nation."

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CITY NORMAL HAS ITS FIRST CLASS

Ten Young Women Will Receive Diplomas From Richmond's New Institution of Learning.

[Special to The Times-Dispatch.]

Final exercises of the first graduating class from the Richmond City Normal School, will be held Friday night in the William F. Fox Auditorium. The commencement address will be given by Dr. Duncan A. Yocum, of the University of Pennsylvania.

Ten young women will receive diplomas. The exercises began at 11 o'clock, the board of trustees, faculty and graduates entering in academic costume. The invocation was made by Rev. Charles Marie Daubigne, D. D., of Paris, France.

The following honorary degrees were announced by President Smith as having been conferred by the board of trustees:

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FIGHT TO RETAIN COLLECTOR HERE

Senate's Vote to Delay Reorganization of Customs Service Renews Struggle.

[Special to The Times-Dispatch.]

The passage on Tuesday by the Senate of the bill to delay until January 1, 1914, the countrywide reorganization of the United States customs service has aroused the Chamber of Commerce committee on outward trade to renewed efforts to keep the collectorship of customs in Richmond, and to prevent Richmond from being made a subsidiary port under the supervision of Norfolk, as planned by the Secretary of the Treasury recently.

The committee has been promised a hearing in behalf of Richmond if the House Committee on Ways and Means reopens the reorganization plan for discussion.

Under the scheme of redistributing the customs service announced by President Taft on March 2, the 155 collectorships were to be reduced to forty-nine, the other 117 ports being brought under the jurisdiction of the forty-nine in such a way as to guarantee an annual saving of \$350,000 in the operating expenses of the service.

Although the port of Richmond collects customs more than twice the combined collections of all other ports in the State, Norfolk succeeded in winning the collectorship of Virginia under the reorganization plan.

To Make Strong Protest.

Vigorous protest against what is called an injustice to Richmond was made by the Chamber of Commerce and other commercial bodies of the city, but Norfolk had already come off victorious by getting an early start for the fight.

The class of 1912, the first to be graduated from the institution, consists of the following:

Misses Ruth C. Bradley, daughter of J. S. Bradley; Mary O. Tucker, daughter of Mrs. Minnie Tucker; Mary Dodd, daughter of W. J. Dodd; Genevieve Leech, daughter of Mrs. Dora C. Leech; Bessie L. Shuman, daughter of Charles J. Shuman; Columbia Hargrove, daughter of A. W. Hargrove; Marie Bargamin, daughter of Rev. V. W. Bargamin; Laura L. Garthright, daughter of J. C. Garthright; Inez Meredith, daughter of W. L. Meredith; and Miss Anne Graham, daughter of W. C. Graham.

The graduates have all been placed in good positions in the Richmond public schools for the coming school year. The three undergraduate classes have all done excellent work, and are in line to maintain the good reputation that the school has established during the two years of its existence.

Figures That Talk.

"This port, together with that of Petersburg, has been made subordinate to a district collector in charge of a district, which has been composed of Norfolk and Newport News, although collections at Richmond (now amounting to \$731,648.36 for the fiscal year ended June 30, 1912, of which the current year will be at least aggregate \$1,000,000, and from present indications are confidently expected to be approximately \$1,500,000 for the fiscal year 1913) are over 21 per cent in excess of the aggregate collections of Norfolk, Portsmouth, Newport News and Petersburg (now amounting in all to only \$592,704.92), and the collections at Richmond made at a cost per dollar collected of \$9.17, about six and one-half times as cheap as the average of the other three districts named (which is \$6.11), and the collections at Richmond are at present Norfolk-Portsmouth district (\$5,222), which, with Newport News, has been selected to be the only customs district in Virginia."

The chamber's argument for the re-sending of the reorganization scheme is strengthened by the statement that the estimated expense of operating the service under the revision will be \$221,764.61 in excess of the \$19,000 provided by the bill for reorganization. The chamber committee, which will attempt to overturn the contemplated reorganization, consists of John B. Pincher, chairman; Charles L. Lee, R. K. Victor and R. A. Dunlop, secretary.

Delay Thought Permanent.

The impression in Richmond grows that this delay of six months just voted by the Senate virtually means that Congress has reconsidered its former resolve to eliminate 117 fat political plums in the shape of collectorships of customs. It is believed that the delay was caused by Secretary McAdoo in order to allow the secretary time to propose a substitute measure to lay before the next session of Congress, a measure which will be a modification of the wholesale character of the present bill. It is conceded that the House of Representatives will agree to the secretary's request for a postponement of the reorganization.

Collector R. R. Arnold, who had prepared to relinquish the reins of office in Richmond on July 1, will continue in command of the port at least until January 1, 1914. Unless the department departs from its announced policy, he will be allowed to serve out his commission, which expires on March 1, 1914.

All Wool Suits

\$12.50 & \$15.00

Guaranteed All-Wool, Pure Worsted Spring and Summer Suits, grey, brown and tan mixtures in cassimeres, chevots, worsteds and fast color blue serges. Guaranteed satisfactory for style, fit and service. Guaranteed to be the very best values to be had at the modest outlay of \$12.50 and \$15.00.

BURK & COMPANY

MAIN AND EIGHTH STREETS.

ILL-KEPT DEPOTS NOT ARRANGED FOR BOTH RACES

(Continued From First Page.)

rels of potatoes through the wholesale district to reach the station. A large general waiting room in the center of the building has an alcove for white women, with seats for six or eight women. Another alcove is provided for colored women. The toilets are well-kept and ill kept, that for men having broken plaster, walls written all over, lack of paint and the smell of filth and poor plumbing. It seems to be mainly used as a place for storage of brooms and cleaning mops. The station was swarming with flies.

Elba Takes Prize.

Elba Station, pretending to be nothing but a flag stop, located on a single track. This station comes nearer to meeting the demands than any other. A neat and cleanly frame building, unpretentious, inexpensive, and having but a single room for women and another for men, it is a notable improvement over the other stations, but limited toilet facilities, it yet sells more tickets, so it is stated, than any other station in the city. The Richmond, Fredericksburg and Potomac has at Elba, in Fredericksburg, and a half dozen lesser points, stations more extensive, elaborate and costly. A long Pullman train stopping at Elba, not only has its engine panting in the middle of Broad Street, blocking traffic, but close Pine Street, and if the train is long one, also blocks Grace Street at Reidsville.

What Law Requires.

Technically the railroads entering Richmond are not required to provide separate waiting facilities for white and colored people. The separate coach law of 1904 does not apply to stations. Chapter 147, Acts 1902, 3, 4, approved April 15, 1903, putting into effect the provisions of the Constitution in regard to the Corporation Commission, and defining its duties, powers and functions, provides in Paragraph 16: "The commission may require the establishment by transportation companies of separate waiting rooms in all stations, and the railroads for the white and colored races."

Chapter 4, Section 48, of an act approved January 18, 1904, concerning public service corporations, provides that "every corporation operating a railroad in this State shall provide a convenient and suitable waiting room, and water closet or privies at all depots in cities and towns, and at such other stations as the Corporation Commission may require, on its lines, and keep the same in same in decent order and repair."

No Complaint to Commission.

At the office of the State Corporation Commission it was stated yesterday that under guidance of the commission, about 200 stations have been erected in different parts of Virginia with separate waiting rooms for white and colored people. The commission has never entered a general order on the subject, as there are counties in the Valley and Southwest where such facilities are not needed, and where such provisions for separation of the races would be useless and unnecessary. No complaint of the Richmond stations has ever been brought before the commission, nor has it ever been asked to require the railroads entering Richmond to provide separate accommodations for the races. The commission has taken the general ground that such segregation was not as necessary in large stations as in small ones, where it was in smaller places where if there were no separation, white and colored people might be packed elbow to elbow. As there has been talk for more than a year past of either a Union Station on the site

of Main Street Station, or of the erection of a West End station by the Richmond, Fredericksburg and Potomac and Atlantic Coast Line on West Broad Street, with possibly the abandonment of Byrd Street at the Southern Stations in the course of a few years, and the rearrangement of Main Street Station, little effort has been made to keep the standards or to make repairs or betterments at the existing stations.

According to the statement of the case, in Judge Smith's opinion, Alexander Thurn was lawfully engaged at work in a freight car at rest on a railway siding adjoining the factory of the Ohio Valley Glass Company, at Paden City, W. Va., when the outstretched iron mail pouch catcher, attached to the mail coach of a passenger train passing on the main track of the railroad, side-swiped the freight car door, and was broken off with such force that a piece of the flying bar struck Thurn and inflicted injuries from which he died within a few hours.

Defending itself against the suit instituted for damages, the Baltimore and Ohio Railway attempted to shift the blame for the accident upon the shoulders of the mail clerk and the United States Postal Department, maintaining that the railroad had implicitly complied with the regulations laid down for the installation of the mail pouch catcher on railway cars, and was not to be held responsible if the regulations were faulty.

The prosecution attempted to prove negligence on the part of the railway by showing that the mail pouch catcher was not strong enough to the main track for portions of passing railway trains to strike objects on the siding. The railway answered this by saying that the mail pouch was not intended to remain outstretched except for a short distance before and a short distance past the mail pouch post. The prosecution further alleged that the engineer of the passenger train had neglected to give the necessary whistle by whistle to the railway mail clerk.

Jury Instructions Thrown Out.

The opinion yesterday declared this statement of the trial judge's instructions to the jury to be erroneous; "I laid down for the jury the facts of the case, and the law applicable to the case, and was not to be held responsible if the regulations were faulty."

The judge's instructions, said Judge Smith, practically took the case from the jury's hands. Such questions of negligence should have been left to the decision of the jury, said the opinion. The verdict of the lower court was ordered reversed, and the case set back for a new trial.

Bank Statements

STATEMENT OF THE FINANCIAL CONDITION OF

Old Dominion Trust Co., Inc.,

LOCATED AT RICHMOND, IN THE COUNTY OF HENRICO, STATE OF VIRGINIA, AT THE CLOSE OF BUSINESS, JUNE 1, 1912, MADE TO THE STATE CORPORATION COMMISSION.

RESOURCES.

Loans and discounts, \$1,632,333.54
Bonds, securities, etc., owned, including premium on same, 110,639.10
Banking houses and lot, 10,000.00
Due from national banks, 115,489.35
Due from State banks, private bankers and trust companies, 30,113.18
Paper currency, 264.00
Fractional paper currency, nickels and cents, 8.78
Silver coin, 56.20

Unpaid subscriptions to capital stock and surplus, 226,350.00
Interest accrued, 206.63

Total, \$2,374,941.84

LIABILITIES.

Capital stock paid in, \$500,000.00
Capital stock subscribed, but not due, 19,400.00
Surplus fund paid in, 792,450.00
Surplus fund subscribed, but not due, 207,550.00

Individual deposits, less amount paid for interest, expenses and taxes, 33,336.66
Individual deposits, including savings deposits, \$267,141.82
Due to national banks, 12,500.00
Due to State banks, private bankers and trust companies, 58,747.36

Reserved for accrued interest on deposits, 125.44
Reserved for accrued taxes, 2,165.57

Total, \$2,374,941.84

I, W. M. HABLSTON, president, do solemnly swear that the above is a true statement of the financial condition of Old Dominion Trust Company, Incorporated, located at Richmond, in the County of Henrico, State of Virginia, at the close of business on the 1st day of June, 1912, to the best of my ability and belief.

Correct—Attest: W. M. HABLSTON, President.

S. T. MORGAN,
M. C. BRANCH,
E. A. SAUNDERS, JR.,
Directors.

State of Virginia, City of Richmond:
Sworn to and subscribed before me by W. M. HABLSTON, president, this 11th day of June, 1912.

My commission expires July 8, 1913.

J. E. TYLER, JR.,
Notary Public.



Your confidence is what Studebaker seeks to keep

Possessing this confidence, we have never tried to produce a cheap wagon. We could, but we don't dare try the experiment. Our constant aim has been to produce the best wagon.

And in living up to this highest standard, we have won and hold—the confidence and good-will of hundreds of thousands of farmers all over the world.

Studebaker wagons are built to last, to do a day's work every day, to stand up under stress and strain and to make the name Studebaker stand for all that is best in vehicles.

Don't accept any other wagon represented to be just as good as a Studebaker. The substitute may be cheaper, but it isn't up to Studebaker standards, and you can't afford to buy it.

For business or pleasure, there is a Studebaker vehicle suited to your requirements. Farm wagons, trucks, business wagons, surreys, buggies, runabouts, pony carriages—each the best of its kind. Harness also—of the same high Studebaker standard.

See our Dealer or write us.

STUDEBAKER South Bend, Ind.
NEW YORK CHICAGO DALLAS KANSAS CITY DENVER
MINNEAPOLIS SALT LAKE CITY SAN FRANCISCO PORTLAND, ORE.

OLD PATENT SUIT WON BY PATENTE

A long and hard fought suit regarding the infringement of Howard D. Colman's patent on a mechanical device for the tying the loose ends of yarn in cotton and woolen mills, was ended yesterday when the United States Circuit Court of Appeals for the Fourth District handed down a per curiam opinion affirming the judgment of the lower court in sustaining the contention of infringement and enjoining the Byrd Manufacturing Company and the Harris Machinery Company from further infringements. The case was brought up from the Eastern District of North Carolina, at Raleigh.

There has been no estimate made at this time of the amount of money involved in the suit, but from the bond of \$20,000 required by the court for the appeal, it is known that no inconsiderable sum is at stake. Unless the two manufacturing concerns found guilty of infringing the Colman's patents take the case to the United States Supreme Court, the opinion handed down yesterday will end the preliminary fight to establish the fact of an infringement.

Other S